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SUBJECT Railroad Bridges in Slovakia

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1. The rail bridges on the Kosice-Poprad-Lipt. Sv. Mikulas-Vrutky-Zilina line are being reinforced.
2. The bridges between Kosice and Kysak and between Sucany (first station east of Vrutky) and Vrutky are wooden, makeshift structures. They are to be replaced by massive bridges. The rail bridges between Tahanovec and Hostolany (north of Kosice) and two rail bridges between Vrutky-Zilina behind the Strecna tunnel have been completed.
3. The construction of the new concrete double-track rail bridge on the Lipt. Sv. Mikulas-Lipt. Tepla-kralovany-Vrutky line is progressing slowly because of labor shortage.

25X1A Comment:

a. The railroad line mentioned in the report originates at the important transloading point of Cierna (Czechoslovakian - Soviet border) and is of special economic and military importance as it is the only E-W transverse route of Slovakia.

b. The bridges on this line, almost all of which were demolished during the war, were first rebuilt as temporary structures. These are now to be replaced by permanent bridges. After completion of this project this line will probably regain its previous train density of 36 pairs of trains per day although the two long Kosice-Kysak-Poprad and the Vychodna-Vrutky sections are still single-track.

c. The Vychodna-Vrutky line is scheduled to be double-track. For this reason the bridges in this section will have two tracks (see para 3).

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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